

Masonic Temple Weekly Calendar

MONDAY:
Oceanic—Stated.
TUESDAY:
Hawaii—Third Degree.
WEDNESDAY:
Hawaii—Second Degree.
THURSDAY:
FRIDAY:
SATURDAY:
Aloha Temple—Regular.

All visiting members of the Order are cordially invited to attend meetings of local lodges.



MARINE ENGINEERS' BENEFICIAL ASSOCIATION
dially invited.

WM. MCKINLEY LODGE, NO. 8, K. of P.

Meets every 2nd and 4th Saturday evening at 7:30 o'clock in E. of P. Hall, cor. Fort and Beretania. Visiting brothers cordially invited to attend.
A. F. GERTZ, C. C.
F. F. KILBEY, K. R. S.

OAHU LODGE NO. 1, K. of P.

Meets every first and third Friday at 7:30 o'clock, Pythian Hall, corner Beretania and Fort streets. Visiting brothers cordially invited to attend.
S. DECKER, C. C.
O. HEINE, K. of R. & S.

HONOLULU LODGE, 616, R. P. O. E.

Honolulu Lodge No. 616, R. P. O. E. Meets in their hall, on King St., near Fort, every Friday evening. Visiting brothers are cordially invited to attend.
D. P. R. BERENBERG, E. R.
GEO. T. KLUGGEL, Sec.

HAWAIIAN TRIBE NO. 1, I. O. R. M.

Meets every first and third Tuesday of each month in Fraternity Hall, I. O. O. F. building. Visiting brothers cordially invited to attend.
HENRY A. ASCH, Sachem.
LOUIS A. PERRY, C. of R.

HONOLULU LODGE NO. 800, I. O. O. M.

Will meet in Odd Fellows' building, Fort street, near King, every Friday evening at 7:30 o'clock. Visiting brothers cordially invited to attend.
AMBROSE J. WITZ, Dictator.
E. A. JACOBSON, Secretary.

EDWARD EARLE

Will for one week only give free tests to any one calling from 1 to 4 p. m. in order to convince them that he possesses psychic power. Skeptics invited. Seer is believing. Grand demonstrations Tuesday evening at 8. Residence, 782 Kinn Street. Phone 3913.

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Shipping

MEN WHO CONDUCT EXAMINATIONS DECLARED IGNORANT OF COAST LINE

A Number of Skippers Interested in Contention Raised By British Columbia Masters—Likely Brought Kauai Sugar This Morning—Wilhelmina Is Meeting With Pleasant Weather—Barkentine Aurora Forty-Five Days From Nitrate Ports, Will Enter Here.

Declaring that the men selected by the government are totally ignorant of the coast line and many of its intricate channels, a vigorous protest has been formulated and will be sent to the seat of Canadian government at Ottawa, according to reports which have reached Honolulu with the arrival of the Canadian-Australian liner Marana.

A few days prior to the sailing of that vessel for Honolulu and Australia ports, and acting in conjunction with the Victoria Shipmasters' Association, the similar association at Vancouver has sent a recommendation to the Ottawa government asking that "a court of competent jurisdiction be appointed to sit upon marine cases on the coast." There was some emphatic disapproval expressed at the meeting regarding the findings in recent marine inquiries, notably with regard to the suspension of Captain Morhouse, formerly of the steamer Venture, on account of the stranding of that vessel. A delegation was appointed to act as a deputation to the Victoria Shipmasters' Association to take up the matter. The idea of both associations is that tugboat captains should judge tugboat captains, passenger captains judge passenger captains and deepsea captains try deepsea captains, and then in each case the judges would thoroughly understand the matter with which they are called upon to deal. In order to assist the authorities each association will select a considerable list of names of captains competent to act as assessors and forward these lists with the resolutions. In the course of the discussion, which was lengthy and occasionally warm, some points of much interest to shipping were raised and explained. For instance, it was stated that a foreign going master's certificate entitles the holder to command any British merchant ship in any part of the world. To obtain this certificate more figuring and mathematical knowledge are required than actual sea knowledge. The whole may be learned from guide books published for the purpose of assisting candidates in their examinations. A coasting master's certificate entitles the holder to command any Canadian vessel plying between Ivy Cape, Alaska (northern boundary) and the Columbia river, Oregon (southern boundary). To obtain this certificate the holder is required to work out a few mathematical problems and also answer questions on seamanship. These problems may also be found in books published for the purpose. As regards the northwest coast examination, it appears that no subject on which the candidate is examined other than the rules of the road and chart work (occasionally) is ever used by masters employed on the coast, as the waters are intricate, courses so short, currents so variable that problems used by foreign-going masters are of

no use in those waters, it being purely local knowledge of the coast that is required. An inland water certificate entitles the holder to command any boat plying on rivers, lakes, etc., in Canada. To obtain this certificate knowledge of the rules of the road is all that is required. This is by far the easiest examination, but at the same time masters of these vessels receive a higher salary. Also, it is the knowledge only derived from years of actual traveling over the same waters.

Matson Steamers to Hasten

Two Matson Navigation steamers now at the port discharging general cargo and merchandise, will hasten their departure for island ports, the Honolulu being scheduled for sailing this evening. The Honolulu has about completed the discharge of a miscellaneous assortment of freight from San Francisco and will sail for Kahului this evening. This vessel is due to return to Honolulu on the morning of March 5th and is to be dispatched for San Francisco at 5 o'clock on the evening of the following day. The Honolulu is quite likely to depart with a fair list of cabin passengers. The steamer will take between seven and eight thousand tons sugar and other lines of Hawaiian products.

The Hyades, now discharging a quantity of supplies for the local Quartermaster Department, is slated for departure for island ports on Friday evening. The Hyades will not return to Honolulu but will be dispatched from Hilo for San Francisco direct on March 7th.

Skippers Warned of Presence of Derelict.

A derelict, supposed to be the remains of the lumber-laden schooner Ida McKay, which is reported to have turned turtle on Feb. 2nd and last seen several hundred miles off the coast in water situated between Eureka and San Francisco, is declared a menace to navigation, and vessel masters have been warned to keep a sharp lookout for the floating bulk. The Ida McKay was well known to Coast shipping.

Local Notice to Mariners.

HAWAIIAN ISLANDS.—Oahu Island.—Honolulu Harbor.—Channel Gun No. 9, will be removed Feb. 22th, 1912, pending the completion of dredging operations in that vicinity. It will be replaced as soon as the dredging operations are completed.

Likely an Arrival with Sugar.

Reporting a fair trip and 9000 sacks of sugar, a steamer is expected to arrive at Honolulu this morning, bringing 4700 sacks sugar from Koloa plantation.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Feb. 29	11:50 a.m.	1:50 p.m.	11:50 a.m.	1:50 p.m.	11:50 a.m.	1:50 p.m.
Mar. 1	12:00 a.m.	2:00 p.m.	12:00 a.m.	2:00 p.m.	12:00 a.m.	2:00 p.m.
Mar. 2	12:10 a.m.	2:10 p.m.	12:10 a.m.	2:10 p.m.	12:10 a.m.	2:10 p.m.
Mar. 3	12:20 a.m.	2:20 p.m.	12:20 a.m.	2:20 p.m.	12:20 a.m.	2:20 p.m.
Mar. 4	12:30 a.m.	2:30 p.m.	12:30 a.m.	2:30 p.m.	12:30 a.m.	2:30 p.m.
Mar. 5	12:40 a.m.	2:40 p.m.	12:40 a.m.	2:40 p.m.	12:40 a.m.	2:40 p.m.
Mar. 6	12:50 a.m.	2:50 p.m.	12:50 a.m.	2:50 p.m.	12:50 a.m.	2:50 p.m.
Mar. 7	1:00 a.m.	3:00 p.m.	1:00 a.m.	3:00 p.m.	1:00 a.m.	3:00 p.m.
Mar. 8	1:10 a.m.	3:10 p.m.	1:10 a.m.	3:10 p.m.	1:10 a.m.	3:10 p.m.
Mar. 9	1:20 a.m.	3:20 p.m.	1:20 a.m.	3:20 p.m.	1:20 a.m.	3:20 p.m.
Mar. 10	1:30 a.m.	3:30 p.m.	1:30 a.m.	3:30 p.m.	1:30 a.m.	3:30 p.m.
Mar. 11	1:40 a.m.	3:40 p.m.	1:40 a.m.	3:40 p.m.	1:40 a.m.	3:40 p.m.
Mar. 12	1:50 a.m.	3:50 p.m.	1:50 a.m.	3:50 p.m.	1:50 a.m.	3:50 p.m.
Mar. 13	2:00 a.m.	4:00 p.m.	2:00 a.m.	4:00 p.m.	2:00 a.m.	4:00 p.m.
Mar. 14	2:10 a.m.	4:10 p.m.	2:10 a.m.	4:10 p.m.	2:10 a.m.	4:10 p.m.
Mar. 15	2:20 a.m.	4:20 p.m.	2:20 a.m.	4:20 p.m.	2:20 a.m.	4:20 p.m.
Mar. 16	2:30 a.m.	4:30 p.m.	2:30 a.m.	4:30 p.m.	2:30 a.m.	4:30 p.m.
Mar. 17	2:40 a.m.	4:40 p.m.	2:40 a.m.	4:40 p.m.	2:40 a.m.	4:40 p.m.
Mar. 18	2:50 a.m.	4:50 p.m.	2:50 a.m.	4:50 p.m.	2:50 a.m.	4:50 p.m.
Mar. 19	3:00 a.m.	5:00 p.m.	3:00 a.m.	5:00 p.m.	3:00 a.m.	5:00 p.m.
Mar. 20	3:10 a.m.	5:10 p.m.	3:10 a.m.	5:10 p.m.	3:10 a.m.	5:10 p.m.
Mar. 21	3:20 a.m.	5:20 p.m.	3:20 a.m.	5:20 p.m.	3:20 a.m.	5:20 p.m.
Mar. 22	3:30 a.m.	5:30 p.m.	3:30 a.m.	5:30 p.m.	3:30 a.m.	5:30 p.m.
Mar. 23	3:40 a.m.	5:40 p.m.	3:40 a.m.	5:40 p.m.	3:40 a.m.	5:40 p.m.
Mar. 24	3:50 a.m.	5:50 p.m.	3:50 a.m.	5:50 p.m.	3:50 a.m.	5:50 p.m.
Mar. 25	4:00 a.m.	6:00 p.m.	4:00 a.m.	6:00 p.m.	4:00 a.m.	6:00 p.m.
Mar. 26	4:10 a.m.	6:10 p.m.	4:10 a.m.	6:10 p.m.	4:10 a.m.	6:10 p.m.
Mar. 27	4:20 a.m.	6:20 p.m.	4:20 a.m.	6:20 p.m.	4:20 a.m.	6:20 p.m.
Mar. 28	4:30 a.m.	6:30 p.m.	4:30 a.m.	6:30 p.m.	4:30 a.m.	6:30 p.m.
Mar. 29	4:40 a.m.	6:40 p.m.	4:40 a.m.	6:40 p.m.	4:40 a.m.	6:40 p.m.
Mar. 30	4:50 a.m.	6:50 p.m.	4:50 a.m.	6:50 p.m.	4:50 a.m.	6:50 p.m.
Mar. 31	5:00 a.m.	7:00 p.m.	5:00 a.m.	7:00 p.m.	5:00 a.m.	7:00 p.m.

WEATHER TODAY

Temperatures—6 a. m., 67; 8 a. m., 70; 10 a. m., 71; noon, 73; morning minimum, 67.
Barometer at 8 a. m., 30.09; relative humidity, 8 a. m., 51; absolute humidity, 8 a. m., 4.079; dew point, 51.
Wind—6 a. m., velocity 10, direction N. E.; 8 a. m., velocity 8, direction N. E.; 10 a. m., velocity 12, direction N. E.; noon, velocity 13, direction N. E.
Total rainfall for 24 hours ending 8 a. m., 0.0 inch.
Total wind movement for 24 hours ending 8 a. m., 255 miles.

VESSELS TO AND FROM THE ISLANDS

Thursday, February 29.
SAN FRANCISCO—Arrived, Feb. 29, at noon, S. S. China, hence Feb. 28.
SAN FRANCISCO—Sailed, Feb. 29, bk. R. P. Rihet for Honolulu.
SAN FRANCISCO—Arrived, Feb. 29, S. S. Hiloian, from Hilo Feb. 28.
GRAYS HARBOR—Sailed, Feb. 28, Schr. Helene, for Honolulu.
SAN FRANCISCO—Arrived, Feb. 27, sp. John Ena, for Hilo.

Wireless.
S. S. Manchuria will dock at Alakea wharf at noon tomorrow and sail for San Francisco Saturday morning at 10 o'clock. 1050 tons freight for Honolulu.

ARRIVED

Wednesday, Feb. 28.
Australian ports — Marana, C-A. S. S., 3 p.m.
Thursday, Feb. 29.
Honolulu and Kukuhae — Wallele, 4 a.m.

Manchuria To Sail Saturday Morning.
One hundred and thirty cabin passengers can be accommodated in the Pacific Mail liner Manchuria, which is scheduled for departure to the Coast at 10 o'clock on Saturday morning.

The Manchuria is due to arrive here at noon tomorrow and will upon passing quarantine be brought to Alakea wharf, where 1070 tons Oriental cargo will be discharged.

The Manchuria is believed to be bringing a number of Filipino and Japanese steerage passengers. At the agency of H. Hackfeld & Co. it is stated that there is room in the Manchuria for all applicants for transportation to the Coast.

Barkentine Aurora Sighted.

The barkentine Aurora, with a full shipment of nitrates, was sighted this morning and the vessel will probably enter at Honolulu and then proceed to Port Allen, where the shipment is to be discharged. The vessel sailed from Mejillones forty-five days ago.

Hall Loading for Kauai Ports.

The steamer W. G. Hall is being loaded with a fair cargo of supplies for plantations along the coast of Kauai. This steamer with passengers and later mails, will be dispatched for the Garden Island at 5 o'clock this evening.

Claudine To Sail for Hawaii Tomorrow.

The Claudine has been placed on the berth to sail on regular schedule for Hawaii by the way of Maui ports at 5 o'clock tomorrow evening, taking passengers, mail and a general cargo.

Lahaina Swept by Hurricane Fury.

The crack barkentine Lahaina, Captain Carlson, of Hind, Rolph & Co.'s fleet, has completed one of the most eventful passages she has ever negotiated between the Antipodes and the Golden Gate. An electrical storm of the like that none of the officers or crew had ever witnessed before burst upon the vessel ten days off the coast. A blue glimmer outlined the masts and sails for nearly a quarter of an hour, the skipper reports, and following the strange phenomenon a gale of great fury tossed the windjammer on her beam ends. The mighty blast ripped several sails from the grumets and played havoc with things aloft. A mountainous cross sea was soon churned up by the hurricane and great billows swept the barkentine fore and aft. Cabins and fore-castle were flooded by the green seas and the waist of the ship was a maelstrom, making it impossible for the seamen to venture forth except at intervals when there appeared a moderation in the storm.

Despite the fact that she experienced the stormiest kind of weather, the Lahaina made a smart voyage of fifty-seven days from Newcastle, Aus.

While the wind was terrific it was a fair wind and behind all the time and even under almost bare poles the swift barkentine went along at a merry clip. The Lahaina brought 1661 tons of coal to Hind, Rolph & Co., San Francisco.

Seeks a Craft for Treasure Trove.

Another Treasure hunter has bobbed up in shipping circles and this time he hails from the wind swept prairies of Kansas. James Morton, fresh from the "Jayhawker" state has been scouting Oakland Creek for available tonnage in which to conduct an expedition, having its mission the gathering of hidden loot deposited by buccaners of long ago. Morton told coast shipping men that the money already was provided for the undertaking, and all that was needed was a schooner or barkentine capable of holding supplies and possessing accommodations for the score of men who will make the trip.

He refuses to state the nature of the princely fortune which will be brought into port several months after the vessel sails from San Francisco, but admitted that was of immense bulk. In weight it would amount to several hundreds of tons. "It is really a very expensive commodity," said Morton. "If I were to tell you the real value you would only smile, so I shall not discuss that part of it. What I want is the right ship. We have the money and are ready to pay cash. This is not a game, but a straight business proposition."

Besides the accommodations for the crew we want cabins for about twenty men who will make the passage. I shall not tell you who these men are, at this time. They are solid and respectable citizens back there in Kansas, and besides profiting in the success of the expedition will have several months of life away from the cares and worries of business. I hope to find the sort of a ship we need within a few days. When I see the right vessel which happens to be in the market I shall buy it."

Maitai Plays Another Farewell Engagement.

The venerable British steamer Maitai, which has frequently visited Honolulu while in the Canadian-Australian service, is playing another farewell engagement on the Pacific coast.

With the departure of the time-honored craft from San Francisco to Australia, there to go into retirement, the Maitai has been replaced on the Australia-San Francisco run by the newer and finer liner Manuka, which formerly plied between British Columbia and New Zealand. The Maitai has had a long career, unmarred by serious accident, and although she is still in fair condition, she is no longer the boat to attract passenger business. With the two modern up-to-date carriers, Tagihiti and Manuka, the Union Company expects to show the Oceanic line stiff competition in the freight and passenger business on the long run.

Stranger, the young commander of the Maitai and the man slated to take the bridge of the Manuka, has already made himself popular. Captain Stranger's first voyage on the briny in a windjammer brought him to the Coast many years ago. In addition to having the reputation of being a capable navigator, Captain Stranger is known as a sportsman and a crack cricket player.

Lighthouse Bureau Seeks Suggestions.

More effective methods are being sought by the Bureau of Lighthouses at Washington for giving publicity to the notices to mariners issued in the several districts from time to time, which call attention to changes made in the aids to navigation. The reason assigned for looking up other means is that many of the shipowners claim that wrecks often have been due to the fact that the captains had not been advised of certain shifts to aids and they accordingly got into trouble.

Henry L. Beck, inspector of the Seventeenth District, has received word from the bureau advising him of the situation, accompanied by a request to submit suggestions as to what steps should be taken toward giving greater publicity to the changes made in the aids to navigation. Similar requests are being sent to every lighthouse inspector in the United States.

Beck says that he will be assisted greatly by mariners, shipowners, underwriters agents or anyone else who may be interested in the proposition will send him suggestions as to what they deem would be the best course to pursue. After he collects data of this nature, he will compare the suggestions with the opinions he entertains on the subject, and later he will forward recommendations to the bureau.

Trans-Pacific Lines Getting Busy.

Following the success of the Harrison Direct Line and Maple Leaf lines, which were established to get into the North Pacific trade in readiness for the anticipated big development which will follow the opening of the Panama Canal next year, the Danish East Asiatic line of Copenhagen, which has its steamer Indian on the way to the Golden Gate, has chartered the big Russian carrier Estonia, of Lihau which will be on berth at Copenhagen next month for San Francisco a third freighter is to be fixed to follow.

The Canadian-Mexican line, now controlled by J. H. Webford & Co., is to be improved and will send its vessels to the United Kingdom via the Panama Canal.

MORGAN KILLED SLEUTHS TRAIL WRIGGLERS DOWN

(Continued from Page 1)
other daughter, Adele, is the wife of John L. Fleming.

Mr. Morgan's unselfish activity in public affairs led to his election for four successive terms as president of the Chamber of Commerce, a position he declined for the fifth time a few months ago because of ill-health. He was a member of the constitutional convention of 1894 and held a number of semi-public offices with great effectiveness.

A meeting of the Chamber of Commerce will probably be held soon, at which time memorial resolutions will be passed.

No definite funeral arrangements have been made. It is probable that the funeral will take place immediately after the arrival of the Lurline, bringing the body.

Held in High Regard.

Mr. Morgan's striking record of activity in public affairs was spoken of today by everyone who talked of the sudden accident, and little else was talked of after the news became known.

"If everyone had the same deep spirit of public work, this would be the best city in the world," said one man who had known Mr. Morgan for many years.

"Mr. Morgan rose to his position by energy and intelligence and the quality of business ability," said President E. I. Spaulding of the Chamber of Commerce, "and he held the respect of the entire community for his personal qualities. They were such as to command esteem and high regard."

Frank Hustace, who was intimately associated with Mr. Morgan for many years, received the news of Mr. Morgan's death by telephone, and was deeply affected. "It has been a great shock to all who knew Mr. Morgan," he said.

J. M. Dowsett, who went to school at Punahou with Mr. Morgan years ago, said that the entire community has suffered a loss in the passing of a man of Mr. Morgan's type. "We were boys together," he said, "and I have always held him in the closest regard."

Harry Armitage, another close associate of Mr. Morgan for many years, was deeply moved at the news from the Coast. "Mr. Morgan's ability and energy were shown even when he was a small lad," he said, "and he forged ahead by his own perseverance."

Those who were associated with Mr. Morgan on the stock exchange or in general business affairs were much shocked without exception to learn of his death. The news came just after the stock exchange had held its morning session, and cast a gloom over the business community.

The meeting of the Board of Health which was to have been held at half-past three o'clock this afternoon has been postponed on account of the death of Mr. Morgan, who was formerly a member of the board.

DICTAGRAPH USED TO "ROPE" WITNESS

Device Under Tablecloth Detects Explains and Tells Methods.

WASHINGTON, February 2.—The story of how a private detective and a photographer figured in the alleged "trapping" of Charles McGowan, a witness in the Lorimer Senatorial investigation, was continued today before the special Senate committee.

A. C. Bailey, a detective, who has alleged that when McGowan "admitted" to him that he had received money for testifying as a Hines-Lorimer witness, a photographic record of the alleged admission was made by a machine concealed under a table cloth, continued on the witness stand.

Haney, counsel for Senator Lorimer, was waiting to begin his cross-examination of Bailey when the committee began its daily hearing.

W. J. Hynes, representing particularly Edward Hines, the lumberman, first took Bailey in hand. For fifteen years, the witness said, he had been "ropeing" for detective agencies. "We don't understand 'ropeing,'" interrupted Chairman Billingham.

"That is what we call getting a man's confidence and leading him to tell things he otherwise would not tell," explained Bailey.

Hynes made the witness give an account of all his detective work.

HUI UNIONA FOR BUSINESS

The International Longshoremen's Association will open its office on Queen street, near Maunakea, for business tomorrow. John H. Wilson, general manager of the association, stated today that orders for employees will be received every day from 6 a. m. to 6 p. m. The association is known as the Hui Uniona.

Owing to the serious illness of Mr. David C. Peters, the reception planned for this evening to the members and friends of the Christian church, is postponed.

Rev. Charles L. Jeffrey, assistant pastor of Tremont Temple, and well known in Baptist circles, died in the arms of his brother, Frank E. Jeffrey, a deacon of the temple, at a sanitarium in Dorchester, Mass.

Inspector Hurley of the Board of Health this morning distinguished himself as a mosquito sleuth when he located what are thought to be the sources of supply of the mosquitoes which infest the Board of Health's headquarters. One place was in an obscure corner of a tenement owned by Ah Leong, adjoining the grounds of the Judiciary building, where the inspector found many cans containing water in which the larvae were breeding. Another place was a barrel in the yard of Lewis' stables, and millions of larvae were found in a tank in the yard of the Hawaiian Carriage Company on Queen street, just across the street from the Board of Health building. Yesterday it was found that water barrels in the Lewers & Cooke lumber yard contained mosquito larvae, and this yard is also in the immediate vicinity of the Board of Health headquarters. In connection with the finding of larvae in these various places Doctor McCoy states that the inspector for this district was taken off four days ago to assist in the cleaning up of Chinatown, and this indicates that it is necessary for the inspectors to be "on the job" continually in order that the mosquitoes will not get the best of the fight.

Ever since the mosquito campaign started the doctors and inspectors of the Board of Health have been puzzled to know where the mosquitoes came from which swarmed throughout the buildings. The buildings themselves were thoroughly searched for breeding places, but none were found. Then it was thought that the banyan trees on the grounds might contain hollows in which the larvae could breed, and these hollows were filled up. But the mosquitoes continued to be found in the Board of Health offices. It is now believed that they come from the adjoining tenement of Ah Leong, and he has been ordered to abate the nuisance at once, and Lewers & Cooke have already complied with the order of Doctor McCoy to empty the water barrels in their lumber yard and continue to empty them and fill them with fresh water every week, or else keep them well filled.